



The Canal Zone Philatelist



Vol. 43, No. 3

Third Quarter, 2007

Whole No.164

President's Report

David Zemer

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APS Show - Portland, Oregon

I met with Paul Ammons for an hour the day before our CZSG meeting (see separate report on the meeting) and he showed me photocopies of his Canal Zone airmail exhibit. His collection of perfins and "Official" overprints is overwhelming; I look forward to being able to study it in color after it is scanned and uploaded to our website.

I only had time to attend a few of the many APS meetings, but a bit of news that might be of interest to many of our members was that Picture Postcards, PPCs, are an exhibit topic. Several of our members have exceptional postcard collections of Panama and the Canal Zone and could mount them and have an extremely interesting Panama Canal-related exhibit. If we are lucky, maybe someone will also start a Panama Canal PPC website and include the stamp sides when appropriate.

The only Canal Zone exhibit I saw was the original artwork for the *Thatcher Ferry Bridge* stamp along with a full single pane with the bridge omitted. This exhibit was from the Smithsonian National Postal Museum and located in the Court of Honor.

CZSG Mail Sale

Probably the question that I have been asked most lately is when will we announce the 2007 Mail Sale? The answer is that as of the moment there will not be a Mail Sale this year. We need a volunteer to run the Sale, and it will probably be too late by the

continued on page 20

U8-U9 Knife 3a

by Irwin J. Gibbs, Postal Stationery Editor

The Canal Zone Philatelist in its Second Quarter 1972 Issue has a detailed article about the Seal Type Postal Stationery U8 and U9. The article was written by C.A. Seward originally appearing in the *Weekly Philatelic Gossip*, September 12, 1936.

Subsequently George Slawson, dean of U.S. Postal Stationery, discovered a fourth knife which he called P3a. The 2ct envelope was designated UPSS number 12a. The 1ct envelope was never listed.

In the last few months, a group of CZSG members have made available a substantial number of their U8 and U9 covers for further study.

We have found a number of examples of P3a and can report:

1. P3a occurs on both U8 and U9.
2. The seal is centered in the 14 x 14 mm box with the space equal above and below "cents."
3. Used copies found are postmarked from February 15, 1932, through August 6, 1932, indicating a late printing, possibly in February 1932.

The knives are as shown below.



P2



P3a



P3



P4

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**The Canal Zone
Philatelist
A.P.S. Affiliate No. 42**

**Web Page:
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Display advertising accepted from CZSG members only at the following rates per insertion:

| | |
|--------------------------|---------|
| One column, two inches | \$10.00 |
| One column, five inches | 20.00 |
| Two columns, five inches | 35.00 |

No larger advertisements are accepted. Remittance must accompany copy. Deadline for ads, first day of Mar., June, Sept., Dec. Copy should be sent to the Editor.

Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone, or FAX the Editor. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

CZSG REGIONAL MEETING

THAMESPEX

**SUNDAY, SEPTEMBER 30TH
FALL NORTHEAST CHAPTER MEETING
AT WATERFORD HIGH SCHOOL
WATERFORD, CT**

**For details contact
ALAN BENTZ
at**

Balboa-Hts@comcast.net

**Editorial
Richard Spielberg, Editor**
4535 Via Del Buey
Yorba Linda, CA 92886

With this edition, the Study Group announces a transition to a new Editor of *The Canal Zone Philatelist*. For the next four quarters, the *CZP* will be edited and produced jointly by Dick Bates and myself, the remaining two for this year with me as Editor and Dick as Associate Editor, with the roles reversed for the first two quarters of next year.

During this time, material should be sent to either person, as described in the first column on this page. We continue to look for good quality articles on subjects that will be of interest to our readers, including "the collecting and study of philately and postal history of the Canal Zone and the Isthmus of Panama including relevant aspects of interoceanic transport and communications," as stated in the CZSG bylaws. We welcome your suggestions regarding information or articles you would like to see published in the *CZP*, and are especially interested if you have an interest in writing one. We are happy to preview a possible article topic, and to offer suggestions as to how best to prepare the submission. We also can help with preparation of illustrations.

Dick Bates has started with the transfer of previously submitted but not published material, and he will now be handling that material and determining whether to publish it, if yes, when it will be published, and what editing and other further work it may need before it is ready to go. In that role, he promises to try to provide timely feedback about material submitted, and to keep those who submit material apprised of progress toward its appearing in the *CZP*.

We both hope to continue to make the *CZP* a superb publication, consistent with our bylaws, and of high interest to our readers, members and non-members alike.

Did You Know?

Canal Zone's Steam Shovels No. 222 and No. 230 met nose to nose at bottom of Culebra Cut on May 20, 1913.

**Secretary's Report
John C. Smith**
408 Redwood Ln.
Schaumburg, IL 60193

As of August 3, 2007, our total membership stands at 675. Unfortunately, 39 have been dropped from the rolls for nonpayment of dues.

Your Board of Directors wishes to recognize and thank our 102 Sustaining and 154 Contributing members who have contributed extra to help make the CZSG what it is. We also wish to thank all our regular members for their continued support.

New Members

- 2555 Steven K. Blair
2645 W. Sierra Spring Dr.
Edmond, OK 73003
- 2556 Kenneth Zierer
28 Spook Ridge Rd.
Upper Saddle River, NJ 07458
- 2557 Don Ashley
6206 E. St.
Springfield, OR 97478
- 2558 Warren G. Boyett
1024 Chinaberry Dr.
Federick, MD 21703-4085
- 2559 Lee R. Hunt
29985 Tamarack Dr.
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Address Changes

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2055 Heatherdale Dr.
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- 0593 Ted E. Bailey
3245 Edgewood Dr.
Ann Arbor, MI 48104
- 1218 George W. Lopp
P.O. Box 0843 - 01507
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- 1805 Thomas G. Roseme
3507 Corrotoman Rd.
Glen Allen, VA 23060-7252
- 2430 Phillip L. Salmon
4181 Liberty Meadows Ct.
Avon, IN 46123-8344
- 2471 Michael D. Feinstein
10036 Lasaine Ave.
Northridge, CA 91325

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none

| | | | | |
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| 1666 | William D. Morrill, II | 0662 Elizabeth B. Stergion | <i>Panama</i> by Scott Doggett (Haw- | |
| 1720 | Charles W. Geisewite | 0728 Darrel L. Huska | thorn, Victoria, Australia: Lonely | |
| 1765 | Howard E. Clarke, Jr. | 0757 Harlan Englander | Planet, 1999) ISBN 0-86442-566- | |
| 1770 | Craig J. Chartrand | 0760 David J. St. Maurice | X, 377 pages plus 16 pages contain- | |
| 1773 | J. Thomas Showler | 0792 William F. Swanson | ing 54 color photographs, 5"x7" | |
| 1813 | Dr. Gustin M. Welch | 0809 George F. Stephenson | softbound, \$16.95. | |
| 1824 | James W. Crumpacker | 0866 Stuart H. Prestrud | This is a practical guide for the | |
| 1965 | Joseph F. Serota, M.D. | 0870 Joseph D. Ellis, III | visitor to Panama. It is written by | |
| 1974 | Melinda Johnston | 0871 Albert D. Brockmann | an individual, not a committee. | |
| 1987 | Thomas S. Kurtz | 0874 Mrs. Betty C. Jung | The advice is at the ground level | |

for daily reference.

Doggett gives first-hand and specific information about accommodations, food, beaches, kayaking, dealing with immigration and other authorities, taxes, luggage, and just about anything that might be required to know about.

The book's compact size is helpful for portability. It is in Lonely Planet's extensive series of publications.

President's Report

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time this message reaches members to get the Sale announced, material submitted, and a catalogue organized, printed, and distributed to complete a Sale in 2007. But we do need one or more volunteers to run it in 2008. Tom Brougham has done an exceptional job running three Mail Sales by himself plus helping Dick Salz on a fourth, and he is taking a well-deserved break this year. However, if no one else volunteers, Tom has promised to run the Mail Sale in 2008 and would like to hear from any members who would like to help him, or would be interested in running the sale in 2008 or in the future. Please contact Tom or our editor if you would like more information on being a part of one of your most important member benefits.

Change in Editorship

Richard Bates has started transitioning to be the new Editor of *The Canal Zone Philatelist*. Richard Spielberg has done a great job getting the *Philatelist* published and sent to our members since 1998. He will continue to be involved with our Group, but he will pass over the reins of our quarterly publication in stages over the next 12 months.

Secretary Position Open

John Smith has been our Secretary since being appointed to take this position in mid-1986 and would like to pass on this key role to another member. He has promised to continue as Secretary until someone else steps forward. Please contact John, czarrowjcs@aol.com, or our editor, for information about the responsibility, to offer to take over part of the work with an eye to being the Secretary in the future, or to be nominated for this office in the upcoming election.

Digital Documentation

All of our *Philatelists* are now in searchable PDF format and the next part of this project, scanning all past CZSG Mail Sale catalogues and Prices Realized, is running smoothly. Thanks especially to Irwin Gibbs, David Leeds, and Dick Salz for providing me with copies of those Mail Sale catalogues that I was missing.

Panama Steam Navigation Company

Perforated Initial Stamps

By Paul F. Ammons

According to copies of correspondence between the Panama Steam Navigation (PSN) Company and the Canal Zone (CZ) Postal Service provided by Hugh Cassibry (CZP 97:29), the PSN began perforating CZ stamps to better control their postal expenditures no earlier than very late August, or early September, 1939.

Lawson Entwistle conducted a survey of PSN perforated initial (perfin) stamps in 1984, the results of which were published in CZP 73:27. Forty-one individuals participated in that survey.

In 1994, I conducted a survey of CZ airmail perfins. Twenty-five of the thirty-two individuals participating in that survey reported having PSN perfins. A comparison of the two survey results is shown below.

| Series | Scott No. | Face Value | Number Reported | | | Comments |
|--|-----------|------------|-----------------|------|----|---|
| | | | 1984 | 1994 | Δ | |
| 2nd (1st Definitive) | C7 | 5¢ | 25 | 36 | 11 | Includes 2 covers (one with single C9), 1 double strike Includes 1 newly reported used copy Includes 1 cover with single C7 Includes 1 pair, 1 double strike |
| "Gaillard Cut" | C8 | 6¢ | 7 | 20 | 13 | |
| | C9 | 10¢ | 24 | 33 | 9 | |
| | C10 | 15¢ | 23 | 25 | 2 | |
| | C11 | 20¢ | 13 | 23 | 10 | |
| | C12 | 30¢ | 11 | 11 | 0 | |
| | C13 | 40¢ | 1 | 2 | 1 | |
| | C14 | \$1 | 3 | 4 | 1 | |
| Series Subtotal | | | 107 | 154 | 47 | |
| 3rd (Commemorative) "1939 25th Canal Zone Anniversary" | C15 | 5¢ | 0 | 1 | 1 | Still more to be reported ! Previously reported unused example missing |
| | C16 | 10¢ | 4 | 2 | -2 | |
| | C17 | 15¢ | 10 | 12 | 2 | |
| | C18 | 25¢ | 0 | 0 | 0 | |
| | C19 | 30¢ | 0 | 1 | 1 | |
| | C20 | \$1 | 1 | 1 | 0 | |
| Series Subtotal | | | 15 | 17 | 2 | |
| 4th (2nd Definitive) | C22 | 6¢ | 15 | 16 | 1 | Includes 1 cover, 1 strip of 3 or more; previously reported unused example missing. |
| "Globe & Wing" | C23 | 10¢ | 1 | 1 | 0 | |
| | C24 | 21¢ | 3 | 3 | 0 | |
| Series Subtotal | | | 19 | 20 | 1 | |
| Grand Total | | | 141 | 191 | 50 | |

I believe it is now time to repeat the PSN survey and, this time, as was done in 1984, to request information on PSN perfins on all CZ stamps. As I did in the official perf P airmail survey published in CZP 120:34-35, I would like to include the orientation of the perfin.

Included in the CZP is a form on which those willing to participate in this new survey can easily report. Please forward completed form to: P.O. Box 1311, College Station, TX 77841-1311; or request via email (pammons@tamu.edu) a copy of the Excel spreadsheet for members who want to report that way. Scans or photocopies of covers and multiples would be appreciated.

Copies of C8 with Guidelines: Perforated and Straight Edge

Ed. If you have ever wondered why some copies of C8 are found with SE along the guideline, as is true in general for stamps printed on the flat plate press, while others exist with a perforated guideline, as illustrated in Figs. 1 and 2, the text below taken from an article by George Brett in *The Bureau Specialist*, February, 1949 provides the answer.



Fig. 1 C8 with perforated guideline



Fig. 2 C8 with straight edge along the guideline.

*From: The Bureau Specialist,
February, 1949*

CANAL ZONE 6c Air Mail Stamp—Reissue by George W. Brett

This stamp (C8) first issued February 15, 1946, saw use primarily by servicemen only until October 1, 1946 when the 5c air rate was adopted for general use. After that date, there was little need for this 6c stamp. Shipments of 1,050,000 (1/30/46), and 1,575,000 (5/7/46) totaling 2,625,000 were received during that time. An ad-

ditional order of 7/16/46 for 1,500,000 was later cancelled by radio on 8/16/46 when word of the inception of the lower 5c rate was received. At the time of the initiation of the 5c rate the public was permitted to exchange the 6c airmails for a short period of time following which they were called in from all offices except Balboa Heights; at this latter office, however, they have been continuously on sale since that time despite all rumors to the contrary. Now once again this denomination is on sale at all offices with a new shipment of 5,005,000 just received December 7, 1948.

The two initial printings of the original issue were produced by only one 200-subject plate, 158092, whereas the new third printing has been produced from 200-subject plates 158092, 150287-8-9. The markings on all four plates are identical with the usual plate Nos. and guidelines with arrows and without an F at the top of UR panes. The most interesting feature of the reissue printing, however, is that the sheets come without straight edges which is the first instance in the Zone issues where the same denomination has been issued both with and without straight edges. The two preceding printings were straight-edged as has been usual with most of the flat press Bureau product. The new printing is somewhat more of a yellow-brown but it is not a great difference and may not be considered as positive a means of differentiation as between a perforated guideline or a straight-edged margin copy.

Stamps of the reissue printing were placed on sale in December 1948, the earliest date known with the perforated guideline variety being 12/17/48. Stamps of the previous printings which had remained in the main vaults have been issued too of course, there having been several thousand more than 500,000 still on hand.

The Obsolescent Straight Edge

As is evidenced by the 6c air mail the specialist will now have more reason than ever to include examples of straight edges to properly portray the complete picture. As has been confirmed by the Canal Zone postal administration, it is the intention to prepare all future orders to be per-

forated all around. This means all current issues including ordinaries, dues, airmails, officials or what have you. Outside of the 4c (C6) and 6c (C8) air mail, the Zone has issued the following in sheets perforated all around though these were never issued also with straight edges: the 1939 commemorative series, both ordinaries (120-135) and airmails (C15-C20), and the 1948 10c Barro Colorado (141) and 1/2c, 1 1/2c and 25c ordinaries (136, 137 & 140).

As of this writing no other denominations now issued with straight edges are known to be coming perforated all around but since that is to be the case with all new orders placed it is expected in time that most if not all of the current varieties will come both ways. A recent shipment received of 20c airmails (C11) is believed to have come with the usual straight edges, as by oversight they were not specially ordered to be perforated all around.

Obtaining flat press stamps perforated all around may entail a small additional initial cost to the administration but the writer feels sure that the approbation of collectors generally of this move will more than rebound to their eventual credit. The officials here for some time held periodic burnings of straight-edged stamps as removed from stock sold by the local philatelic agency so there will be a real reduction in this in the future. The new policy should also show up in postally used official issues which at present run strongly to straight edges.

Acknowledgement is made of assistance received in compiling these notes from officials and employees of the C.Z. Postal Service; also Meade Bolton, J. F.

WINNER:

At WESTPEX 2007, Burlingame, CA, April: Irwin Gibbs, *Canal Zone Overprints on Panama Postal Stationery*, Gold Award, also UPSS Marcus White Award. Congratulations for helping to keep our dead country alive and well.

ARTICLES WANTED
Please Contact the Editor

Panama Canal at Panama-Pacific International Exposition, San Francisco, CA, 1915

Ed: The item that follows was submitted by Dick Salz, having been extracted from a pamphlet entitled, "The Panama Canal at San Francisco, 1915," published by Schwabacher-Frey Stat'y Co., San Francisco. He found it at a collectible "paper show", where others can look for it; the real photo cards, of which there are seven with the same images as found in the pamphlet, are also treasures to seek.

The Panama Canal auditorium was at the east end of the exposition grounds. Today only one building from the Exposition remains, the Palace of Fine Arts at the west end. We hope our readers will enjoy this fascinating Panama Canal topic.

The reader who wishes to read more can go to: <http://www.moah.org/exhibits/archives/1915/>.

A complete, correct and faithful working reproduction of the Panama Canal and Canal Zone has been constructed at the Panama-Pacific International Exposition in San Francisco, and inasmuch as this Exposition is being held in commemoration of the completion of that great undertaking this reproduction is of greater interest to the people than any other feature of this great Fair.

This magnificent model of the Isthmus of Panama is located near the Fillmore street entrance to the Exposition Grounds and directly adjoins the Machinery Palace. It covers almost five acres, and is the largest reproduction of any subject ever created. Never before has it been attempted to reproduce accurately such a great expanse of territory, representing as it does an area of more than one thousand square miles, with every minute detail worked out with engineering accuracy from plans and drawings furnished by the United States Government, thru the courtesy of the Isthmian Canal Commission and Major General Geo. W. Goethals, now Governor of the Canal Zone.

The Panama Canal, the greatest engineering achievement of the age, has aroused the interest of the people of every nation, and during the construction period thousands upon thousands of people traveled from every corner of the globe to see the gigantic undertaking which the United States, in spite of almost insurmountable difficulties, was pushing to completion.

There they marveled at the grandeur and immensity of the Culebra Cut, the enormous proportions of the Gatun Dam and the wonders of the lock mechanism. But for every person who was able to visit the Isthmus there were thousands who could not and it was primarily for the benefit of these that this complete working model was constructed.

The idea of building this tremendous model was first conceived by a prominent Chicago engineer while on a visit to Panama in 1911, and immediately on his return to the States he had work started on plans from which to determine the possibility of successfully carrying out his conception of what the undertaking should be. More than two years were devoted to designing and planning ways,



Fig. 1. Panama Canal Building on the Zone.
(The word Zone had nothing to do with the Canal Zone;
rather it referred to the amusement park and
concession district called The Zone at the Expo.)

means and methods for operating the locks, ships, trains and other moving objects, also to provide some method by which it would be possible to satisfactorily explain to each individual spectator the construction and purpose of the Canal, and this, too, in a way that would be easily understood.

After many suggestions had been worked out to unsatisfactory conclusions or found impractical, the possibility of a tremendous auditorium, equipped with an individual telephone receiver for each spectator, was investigated and in due time this resulted in the designing of the largest moving platform in the world. This revolving auditorium with its telephonic equipment, the system of traveling magnets which control the movement of the ships, the block system for moving the trains by which the miniature railroad is controlled, and other important features of the reproduction are all new and novel and are therefore herein fully described.

The building erected especially to house this great reproduction conforms to the general type of the other Exposition Palaces, being an imitation of Travertine Marble. More than 2,000,000 feet of lumber was used to construct the building and the Canal. For plastering the building and constructing the model, 217 tons of cement and plaster were required, covering approximately ten acres of surface. Within this building there is a large sheltered oblong amphitheatre which surrounds the model, which lies depressed within the walls of the amphitheatre to such a depth as to bring the ocean levels about 20 feet below the spectators, the effect being that of a general bird's-eye view, not only of the Canal, but the territory lying within and adjacent to the Canal Zone.

To enhance this general effect the topography thus reproduced is carried out in panoramic perspective upon the vertical walls surrounding the actual territory reproduced, thus giving to the spectator a boundless horizon, miles in extent. The panoramic painting on these walls was done by noted artists and accurately portrays the topography of the Republic of Panama adjacent to the Canal Zone and shows an additional area of approximately four thousand

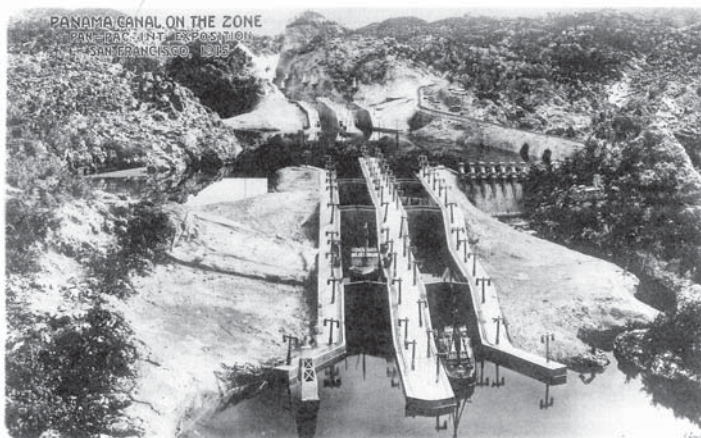


Fig. 2. Miraflores and Pedro Miguel Locks.

square miles, so that the entire reproduction represents a section of The Isthmus of Panama more than 5,000 square miles in extent. To facilitate the inspection of this gigantic reproduction the revolving auditorium above referred to was provided. It is 1,440 feet in length and so constructed as to encircle the oval depression in which the model was built. This platform consists of 144 cars, each ten feet long, endlessly connected and propelled by electric motors. It is built with one tier of seats above the other and has a seating capacity of 1200 and moves around the model at a speed of eight and one-half (8 1/2) inches per second, consuming about 23 minutes in making the entire circuit.

On the moving platform there are 1200 opera chairs, each equipped with a duplex telephone receiver; that is, a receiver for each car attached to an adjustable handle so that the spectator can hold it to his ears without placing his arms in an unnatural or uncomfortable position. Through these receivers the spectators get a continual lecture as the trip is made around the Canal Zone.

The system by which this lecture is delivered was invented and perfected especially for this purpose and consists of a novel combination of phonographs and telephones. This in itself marks a new era in sound reproduction. Sixty phonographs, located in a nearby room, deliver the lecture into telephone transmitters, which in turn transmit it thru a series of wires, rails and various devices to the telephone receivers attached to the seats on the revolving platform.

In order to perfect this scheme the wiring of the cars was divided into forty-eight sections, each composed of three cars, and each receiving from the phonographs a different portion of the lecture. Of these forty-eight sections three are always in the area where passengers board and leave the platform and forty-five are always in the lecture area. One phonograph talks to each of these forty-five sections simultaneously, so that of the sixty machines in the phonograph room, forty-five are always in operation and the remaining fifteen are reserved for emergency use.

As the platform passes the loading point passengers step aboard, take seats and adjust the telephone receivers to their ears. Within a moment a metal shoe suspended from the cars on which they are riding makes contact with a rail attached to the ties beneath the cars and the spectators then begin to hear the first record of the lecture. As the platform

moves along the metal shoe slides along the contact rail under the cars and as the spectators on the platform hear the last of the first record the metal shoe reaches the end of the first section of rail and passing thru a gap contacts with a second rail thru which the spectators hear the second record of the lecture, and so as the platform moves around the various metal shoes make fifteen different contacts and the spectators hear fifteen different records, which deliver the lecture of some 3000 words.

In order to talk to the entire platform at one time it is necessary to have three complete sets or forty-five records, as each phonograph talks to every third section of the platform. One phonograph, for instance having on it the first record of the lecture, talks to sections 1, 4, 7, 10, etc.; another phonograph having the same record talks to sections 2, 5, 8, 11, etc., and a third phonograph with the same record talks to sections 3, 6, 9, 12, etc.

After they finish talking to one section the phonographs automatically reset themselves and are started again by the contact which the platform makes with the contact rails beneath the cars. By this system every spectator must listen to a description of that part of the Canal which lies directly in front of him.

The idea of reproducing the Canal, as well as the phonographic-telephonic arrangement in conjunction with the moving platform, in fact this entire reproduction, was conceived by L. E. Myers, President of The L. E. Myers Co., Builders and Operators of Public Utilities, Chicago, Ill.

The building plans as well as those for all electrical and mechanical equipment were prepared by The L. E. Myers Co., who also handled the construction of this huge reproduction. In the preparation of these plans and all during its construction this work was treated as an engineering problem and not as a theatrical venture, and it is due to this that such perfect results have been attained.

All the mechanical and electrical features here developed are fully covered by patents. By far the most interesting feature of the model is the mechanical operation of the boats, trains, lighthouses, buoys, etc., all of these features being shown in full operation, exactly as they are on the Isthmus. The boats that pass back and forth thru the Canal are controlled by magnets operated on tracks placed beneath the floor of the model, the magnetic influence being exerted thru a 3-inch gap of air, wood, tar, felt, cement and water.

At the locks the ships drop the magnets and are towed through the locks by small electric locomotives, the exact counterpart of those used on the Isthmus. A most ingenious mechanism was invented for attaching the tow lines from the locomotives to the vessels in the locks. No mechanism is visible to the spectator, but as if by magic the cables from the locomotives are made fast to the vessels and they are towed thru the locks, exactly as they are in the original. There are trains operating back and forth on the Panama Railroad between Panama and Colon at the same relative speed as the original. They are operated by electricity and controlled from a look-out tower on the roof of the building.

In the electrical end of the production there are twenty-one different applications of electricity, such as lighting, power, transportation, telephones and phonographs. Eighty-five

continued on page 27

Auctions **by Jim Crumpacker**

The second calendar quarter, April 1- June 30, 2007, was quite active with good offerings of Canal Zone philately. Not only did better, if isolated material appear from numerous sources, but one great auction was presented by the HR Harmer, Inc. firm on June 20. That sale of 240+ lots is covered in a separate report in this issue.

As always, the first dollar amount shown below reflects the hammer plus commission price and is followed by the catalog value, in parentheses, from the current (2007) *Scott Specialized Catalogue*.

14b, CANAL ZONE inverted, OG, NH, VF+ \$1,150(\$450) Regency-Superior
38b, booklet pane of 6, imperf. margins, OG, NH, F-VF \$311 (\$625) Bennett

39e, inverted center and overprint reading down, used, VF \$546 (\$750) Bennett

48 var., Perf. "P", used, F-VF 1st. printing \$242 (\$n/a) Bennett

53c, booklet pane of 6, dry OG, H, F-VF \$604 (\$1,050) Bennett

55b, horiz. pair, right stamp w/o ovpt., sl. dist. OG, H, F, no selvage \$1,093 (\$1,750) Bennett

56d, horiz. pair, left stamp w/o ovpt., a top left corner margin pair w/ part imprint, OG, H only in selv. which has a small scuff, stamps NH, VF \$1,035 (\$1,250) Bennett

56f, ZONE double, OG, H, VF w/ CANAL on left margin \$920 (\$1,250) Bennett

61f, booklet pane of 6, TG, H, minor toning o/w VF \$1,438 (\$1,250) Bennett

84, pl. bl. 6 #17892-R w/ large 5-pointed star, OG, H, F-VF \$2,415 (\$2,000) Shreves

84b, ZONE CANAL, OG, H, VF \$403 (\$500) RA Siegel

91a, ZONE only, OG, H, F w/ B margin \$460 (\$900) Bennett

94, OG, H, VF (PF graded VF 80) \$196 (\$240) Rumsey

157a, the BR corner bl. 4 w/ selvages, minor pn selvage, o/w OG, NH, VF-XF \$28,175 (\$30,000) RA Siegel

J5, OG, NH, VF (PF graded XF 90) \$403 (\$225) Rumsey

J17b, E of POSTAGE omitted, OG, H, barely F in pair w/ normal \$460 (\$800)

Bennett
J18a, ZONE ZONE, error NH, F in bl. 6 w/ 5 normals \$1,610 (\$1,790)

Bennett
J20c, double overprint, OG, H, F \$403 (\$450) Regency-Superior

J21a, POSTAGE DUE omitted, OG, HR, a sm. stain o/w VF w/ margin in pair w/ CZSG J21.1 \$2,415 (\$5,500) Bennett

UF1a, mint entire, XF, UPSS R3, \$1,093 (\$1,300) Bennett

___Zeppelin flight, Crist. 5/22/30 w/ C1, C3 pr., C4 pr., and U.S. C13 added, via Lakehurst w/ 5/29/30 NYC cancel to Germany, w/ all proper marks, VF. Sieger 64III \$1,323 (\$n/a) Bennett

The names and addresses of the various auction houses presenting these offerings are as follows:

Matthew Bennett International
1954 Greenspring Drive, LL 18
Baltimore, MD 21093

Regency-Superior
PO Box 8277
St. Louis, MO 63156-8277

Schuyler J. Rumsey Philatelic Auction Inc.
47 Kearny St., Suite 500
San Francisco, CA 94108

Shreves Philatelic Galleries, Inc.
14131 Midway Rd., Suite 1250
Addison, TX 75001-9829

Robert A. Siegel Auction Galleries, Inc.
60 East 56th St., 4th Floor
New York, NY 10022-3348

Did You Know?

The actual Canal digging by the French began on Jan. 20, 1882 and ceased May 18, 1889. The United States Congress approved the U.S. to take possession of the Canal Zone on April 28, 1904.

When the Panama Canal Zone was completed it was 50 miles long and consisted of 552 square miles, generally following the line of the Canal. The air miles between the entrances was 43 miles. It takes approximately 8 hours to transit the Canal by boat.

The Canal Zone Study Group was founded in October 1952 with an initial charter membership of almost 100. Our peak year of membership was 1986 with 931 members. Presently we have 675 members.

Recruit a new member;
share the joy of stamp collecting.

Fake Overprints on Canal Zone Stamps **by Richard D. Bates, Jr.**

eBay, Expertizing and Certificates

The internet, and eBay in particular, has added a tremendous new dimension to philately, Canal Zone stamps and postal history included. But with its great benefits, it also brings some risks about which we should all be aware. I speak particularly of fakes and misidentified stamps.

eBay is quite interested in eliminating bad and incorrectly identified stamps being offered on their site. The American Philatelic Society is working with eBay to help them accomplish that goal. When I see, or as is more often the case, when a member sees, a Canal Zone item on eBay that they suspect to be a fake or misidentified, and notifies me, I send a message to the seller apprising them of the concern, and, if appropriate, contact APS to inform them about the problem item.

If the item is being offered for a couple of dollars, a small fraction of its value if real, then I advise the seller to add to the description something to the effect they have been advised the stamp is a fake. If it is being offered for a hefty price, the goal is to get the item delisted.

Many sellers appreciate the advice, and amend the description or remove the item as suggested. Some do not, and in some of those cases, APS will contact them a second time, and if they do not remove the item, eBay may act to cancel the sale or require the item be taken down.

In this article I want to speak about two situations in particular that involved problem eBay items.

Let me begin by saying that the best advice, if there is any doubt in your mind, especially if it is an expensive stamp, is to get an opinion about the stamp. This is commonly done by having the stamp expertized, which means that it is submitted to an organization that seeks opinions from known experts in the field. If the opinion is favorable, a certificate is issued, and can accompany the stamp if it is subsequently sold.

For Canal Zone items, the PSE (Professional Stamp Experts) and the

APES (American Philatelic Expertization Service) generally have been reliable places to send material for expertization, because their practice is to send the items out to known experts in that specific area of philately. The Philatelic Foundation is another option with a very strong reputation in some areas, but is not always the best choice for unusual Canal Zone material because their system has not involved sending it out to known experts. In fact, who has seen the stamp and given an opinion on the authenticity is part of the concern raised for the two items described below.

The first item is illustrated in Fig. 1, and was described on eBay as



Fig. 1 Bad Scott No. 2

USA-CANAL ZONE- EXPERTIZED !!! VF!!! - SCOTT#: 2 SINGLE/USED. VERY FINE CONDITION SCOTT VALUE:\$175.- SIGNED ON BACK PLUS OUR OWN CERT.

The problem is this stamp is no good. The description is like a lot of ads, strong on rhetoric, but lacking in substance. It doesn't identify by whom it was expertized, nor the organization who issued the certificate. It says "plus our own certificate." What is that worth? Not much I'd say, based on the problems with the item in question. It goes on to say "Signed on the back" — again, by whom? Lots of people sign stamps, and for all sorts of reasons, but relatively few of those signatures give assurance that the stamp is genuine. I hope to say more about stamps "signed on the back" in a future article.

It is not generally possible to give an opinion that a stamp is genuine based solely on a scan available over the internet. One can be fairly sure,

but not as certain as one would like to be, as there are some features that really need to be seen up close and in person. But it is often possible to tell that a stamp is no good. On the first series, the color of the CANAL ZONE handstamp, and the color and orientation of the PANAMA overprint have to be correct. More subjectively the appearance of the letters has to be right. In the case of the stamp in Fig. 1, the overprint and the letters in CANAL ZONE are very angular, and do not line up horizontally the way they should. The genuine overprint on CZ Nos. 1-3 has been blown up and illustrated in a previous issue of this journal. (CZP 147: 18)

The same seller had another item up for sale, supposedly a valuable error of the first series, Canal Zone Scott No. 1b, the variety with a double CANAL ZONE overprint. The description read



Fig. 2 Bad Scott No. 1b

SCOTT#: 1b SINGLE/USED (NO GUM). VERY FINE CONDITION. SCOTT VALUE: \$2500.- AUTHENTIC DOUBLE OVPT. WITH EXPERT MARK AND WITH OUR CERT.

So, based on the discussion above, the indication that it has an "expert mark" and comes with seller's certificate, with no clarification as to by whom, is not much assurance the stamp is genuine. *Canal Zone Stamps* (PBS) indicates only 4 examples of Scott No. 1b are known, but no example of the error is illustrated. So relying on a known example to tell you what one looks like does not work in this case. (Unless all examples come from a single pane, such a comparison is only of limited value in any case.) But one does not need to

do so in this case. Each of the CANAL ZONE overprints is easily determined to be no good. The eBay illustration is in color, and the CANAL ZONE overprints on both stamps illustrated above are too black in color. No matter how good the overprint might appear to look, if it is in black it cannot be good. In addition a close examination, even of just the scan, shows the letters to be the wrong shape - appearing too tall and thin, among other things.

These are examples of things to watch out for. Stamps advertised with certificates, expert marks, or having been expertized should be viewed with suspicion if no detail indicating by whom is provided. Also requiring some special handling are stamps guaranteed by sellers themselves, but which provide only a very short time during which the buyer can raise a question. Such assurances can be of very limited value.

The lesson here is not to accept as genuine a stamp solely because it offers as proof, statements by the seller regarding expertization or certificates, if the person or organization providing the opinion is not identified and recognized as an authority. In a future installment I will address a related problem, exemplified by two recent offerings of stamps on eBay advertised as Scott No. 47 with certificates, but which were actually Scott No. 32.

Counterfeit 7.2 mm Spacing Overprints of the Hamilton Bank Note Issue

by Richard H. Salz and
Richard Spielberg

There are numerous counterfeits of the Hamilton Bank Note Issue. Some of the cruder ones are not printed sharply and usually CANAL and ZONE are not in a straight vertical line. This group is usually easy to identify.

On the other hand, there are some clever counterfeits made with an overprint plate of four subjects with a 7.2 mm spacing between the words CANAL and ZONE, and these require careful study.

Each of the four positions is identified by unique characteristics. On Pos.1 there are no broken letters; Pos. 2 has a notch out of the first A of

continued on next page

CANAL at the inner side of the right leg just below the crossbar (Fig. 1.);



Fig. 1. Fake with notch in A



Fig. 2. Fake with blunted Z

Pos. 3 has the bottom angle of the Z of ZONE vertically straight instead of coming to a point (Fig. 2.); Pos. 4 has a break on the horizontal line in the

L of CANAL which causes a tilt to the right serif (Fig. 3.).



Fig. 3. Fake with broken L

Stamps with these counterfeit overprints exist in singles and in multiples. It is apparent that the individual letters could be removed and replaced, as are seen by counterfeit overprints on the 1c with ONE for ZONE, and ANA for CANAL.

The following counterfeit items have been seen:

Scott No. 21, the 2c, overprint reading up, is faked on hard paper - a paper that was not used for this issue until approximately one year after the 2c value with overprint reading up was

last printed. These have been seen in Pos. 2 (the first clue to this one was the wrong Panama stamp - the carmine shade instead of the red).

Scott No. 22, the 1c value, Scott 22c, double overprint, hard paper; and the varieties ANA in Pos. 2 and ONE in Pos. 1 or 4 (which exist genuine on the 1c, with hard paper, 6.7 mm spacing).

Scott No. 23c, 2c has been seen with CANAL ZONE double, in Pos. 2 or 3.

Scott No. 24c, 5c with CANAL ZONE double (Pos. 3), in 7.2 mm spacing (hard paper).

Another stamp having this bogus overprint is the 10c, Scott No. 26, on hard paper seen in Pos. 2 or 4, with 7.2 mm spacing. Since the 10c value does not exist on hard paper, these are rather easy to distinguish. The 10c fakes have been seen in quantity in used condition with similar Balboa, Nov. 20 cancellations.

Reference: CZSG Handbook No 4., 1979: *The Hamilton Bank Note Issue of 1906-07*, by Lt. Col. James T. DeVoss.

Special Auction Report by Jim Crumpacker

A June auction of U.S. Possessions by the HR Harmer firm included more than 240 lots of Canal Zone items and covered the gamut from better earlies through outstanding covers.

No information was given in the sale catalog about the origin of the material but it was obviously put together by a collector or investor who cared deeply about condition. Many lots also had recent certificates of authenticity.

The first dollar amount shown below after the lot description reflects the total purchaser's price of hammer plus commission and is followed in parentheses by the catalog value from the 2007 *Scott's*.

1, TG, H, VF \$661 (\$600)
2 var., colon between rt. PANAMA and bar, OG, H, F-VF \$431 (\$525)
2 var., left PANAMA 2.25mm below bar, TG, H, F \$489 (\$525)
3, used, VF \$184 (\$250)
6, pl. bl. 6, #1888-L, OG, HR, F \$1,553 (\$1,450)
9d, CANAL ZONE double, OG, H,

VF+ \$2,875 (\$2,750)
12c, CANAL ZONE double, OG, H, F \$633 (\$750)
14b, CANAL ZONE inverted, OG, H, VF \$345 (\$450)
14f, 8 cts double, NG, F \$719 (\$1,100)
15, OG, H, VF \$2,875 (\$2,600)
15 var., P NAMA, TG, H, XF w/ nat. se \$3,220 (\$5,000)
20c, 8 cts. omitted, OG, H, VF+ \$805 (\$800)
22a, horiz. pair, imperf. betwen, OG, H, XF \$1,265 (\$1,300)
33a, CANAL ZONE double, OG, NH, VF+ w/ bott. and rt. margins \$460 (\$325)
36b, 10 cts. omitted, OG, H, VF \$374 (\$350)
39a, horiz. pair, rt. stamp w/o ovpt., TG, H, VF in str. of 3 w/ rt. margin \$1,435 (\$1,250)
39b, horiz. pair, left stamp w/o ovpt., sl trop OG, NH, XF w/ T + L margins \$2,185 (\$1,750)
47, OG, H, XF+ \$3,450 (\$3,250)
55f, CANAL double, OG, H, VF+ \$2,530 (\$1,750)
56f, ZONE double, OG, H, VF in pair w/ normal, T + L margins \$1,380

(\$1,259)
67a, ZONE CANAL reading down, OG, H, almost VF \$546 (\$850)
79, pl. bl. 6, #14438-T, OG, HR, F-VF \$633 (\$550)
84a, CANAL only, OG, NH, VF w/ top margin \$1,955 (\$2,250)
84b, ZONE CANAL, OG, H, XF \$1,438 (\$500)
95 var., ZONE wrong font, OG, NH, F-VF \$690 (\$n/a)
100a, vertical pair, one w/o ovpt. OG, NH, F-VF w/ bott. margin \$6,325 (\$5,500)
C25a, horiz. pair, imperf. vert., OG, H, VF for this \$1,265 (\$1,000)
O8, OG, NH, CTO as always, F \$299 (\$650)
U4, mint entire, XF \$253 (\$275)
UX2c, mint entire, XF \$265 (\$200)
UX6, used Gatun 12/1/24 to Crist., VF \$805 (\$1,100)
1, str. of 3, VF on sl. reduced o/w VF cover Ancon 7/9/04 to Colon \$1,323 (\$1,500)
18, bl. 4, top pair w/ PANAMA 15mm long, F-VF on VF cover Ancon Sta. A 9/1/06 w/Crist. registry label to US \$1,265 (\$n/a).

Panama Canal at Pan-Pacific Expo

continued from page 23

miles of copper wire were used and one hundred and four (104) motors were installed. To operate the production seven different voltages are required, varying from 2.4 to 10,000 volts, as well as both alternating and direct current.

The wireless stations at Colon, Balboa, and Darien flash messages to the vessels in Gatun Lake and at Sea and at night the miniature buoys and range towers flash forth their signals to the navigators exactly as they do in the Canal at Panama, and the lights on the boats and in the houses of the cities and villages are gradually lighted, producing a most interesting and attractive effect.

Altogether this model of the Panama Canal is the most remarkable reproduction of any subject ever created, of absorbing interest to every man, woman and child and universally conceded to be the greatest attraction at the Exposition.

CANAL ZONE STUDY GROUP FINANCIAL STATEMENT FOR THE YEAR 2006

| | | |
|---|-----------|------------------|
| Revenue: | | |
| 2006 dues earned | | \$ 9,856 |
| Sales of CZSG publications | | \$322 |
| Advertisements in CZP | | 380 |
| Interest | | 513 |
| Mail Sale - gross proceeds | \$ 38,358 | |
| less: Mail Sale expenses (\$ 3,179) | | |
| & payments to sellers | (37,262) | |
| Net from Mail Sale: | | 1,096 |
| Total revenue | | 12,167 |
| Expenses: | | |
| CZP - printing, postage, editorial | | 9,232 |
| Membership, publicity, administration | | 1,691 |
| Member recruitment advertisement - Amos Press | | 286 |
| Total expenses | | 11,209 |
| Revenue over expenses for the year | | 958 |
| Net assets as of: | | |
| 1 January: | | 85,854 |
| 31 December: | | |
| Cash in interest-bearing accounts | | \$ 93,947 |
| Less dues received in advance | (7,135) | |
| | | \$ 86,812 |

Except for dues, transactions are recorded on the cash basis; as of December 31, there were no outstanding unrecorded bills.

Dues are reported as income in the year to which they relate.

Proceeds from and expenses of the Mail Sale are reported in the year the sale closes.

No amounts are recorded for the value of time spent by board members, officers, mail sale manager, editor, publications manager, and other volunteers.

Richard F. Larkin, Treasurer

CZSG Meeting in Portland at the APS StampShow 2007

Len Lukens did another great job for the CZSG by organizing a meeting room on Saturday, handing out DVDs with the first 122 CZPs in searchable pdf format and having a professional photographer on-hand for our group photo. Len has helped the CZSG organize meetings in Portland since the PIPEX show in 1974.

The 13 members at our meeting agreed that the CZSG should meet more often in the Northwest and Dickson Preston volunteered to coordinate a meeting at PIPEX 2008 in Seattle the weekend after Memorial Day. Dickson will work together with Gary Weiss on another CZSG meeting in Portland at PIPEX 2009. They will also look into arranging space for CZSG members to exhibit their collections.

Paul Ammons had to leave the day before our meeting so Gary Weiss handed out Paul's form for updating the last survey on the Panama Steam Navigation Company perforated initial (PSN) stamps. A copy of this form is included as an insert in this issue of the CZP. Hopefully members having airmail stamps with PSN perfins will complete the form and send it to Paul Ammons at P.O. Box 1311, College Station, TX 77841.

During the meeting we mentioned that members could pay their dues several years in advance. This reduces the bookkeeping effort tremendously each year and guarantees that members receive *The Canal Zone Philatelist* without interruption. Len Lukens took advantage of this offer immediately. I promised to mention in this issue that dues prepayments are not only accepted but encouraged - just send our Secretary, John Smith, a check for \$8/year for 3 to 5 years!

David Zemer



Photo by Barry Frankel

First row: David Zemer, Len Lukens, Craig Chartrand

Second row: Dickson Preston, Jack Streeter, Bob Hoge, Gary Weiss

Third row: Parker Bailey, George Pollock, Tom Saathoff, Roger Santala, Ron Trefry, Craig Eggleston

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opened) Net \$450.00

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"Cristobal/Canal Zone/Mar 29, 1905"
seven bar cancels on a fine cover to
NYC, per steamer Finance, there is a
piece of the back flap missing where the
cover was probably wax sealed
Net \$650.00

#16(2), #17 & #19 used on very fine
registered Isthmian Canal Commission
corner card cover to New Jersey with
"Sta. A, Ancon, C.Z./Registered/Apr 26,
1906" oval hand stamp, (tying one of
the #16's), the cover is a trifle reduced
at the right Net \$850.00

#17b pair & #18 cover front, the stamps
are tied by grid of squares cancels on
very fine appearing front with "Cristobal,
C.Z." registered label to "Washington,
D.C." Very clean and attractive
Net \$285.00

#9, #11 pair & #18 tied together by
target cancels on very fine appearing
registered cover to Italy, "Culebra,
Canal Zone / Registered / Feb 12,
1906" postmark and Cristobal, Canal
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the two Panamas at right variety)
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